

Intimation.

Powell's

Alexandra Buildings.

ARE PRODUCERS OF

THE MOST UP-TO-DATE TIME AND LABOUR-SAVING DEVICES

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FILING - - - CABINETS

With nests of drawers

SUITABLE FOR Every Description of NUMERICAL and ALPHABETICAL FILING

DESKS, CHAIRS, TABLES, BOOKCASES, CUPBOARDS, &c.

PARTICULARS ON APPLICATION.

WM. POWELL, LTD.

HONGKONG.

Hongkong, 27th June, 1910.

Auctions.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to sell by PUBLIC AUCTION, on

THURSDAY, the 11th day of August, 1910, at 3 o'clock in the afternoon, at his Sale Room in Duddell Street, Victoria, Hongkong,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, situate at Victoria aforesaid, viz.:

ALL THAT PIECE or PARCEL of GROUND situate at Victoria aforesaid registered in the Land Office as INLAND LOT No. 107 Together with the messuages thereon known as Nos. 41, 43, 45 and 47, Hollywood Road and Nos. 48, 50, 52, 54, 56, 58, 60 and 62, Lyndhurst Terrace. Area 5,524 square feet. Term 99 years from 5th May, 1851. Annual Crown Rent \$15.

The Purchaser of the property can obtain an advance on Mortgage thereof to the extent of \$100,000 on application to Messrs. Johnson, Stokes and Master, the Vendor's Solicitors.

For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to

Mr. GEO. P. LAMMERT, The Auctioneer, Hongkong, 17th July, 1910. [509]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to sell by PUBLIC AUCTION, on

FRIDAY, the 12th day of August, 1910, at 3 o'clock in the afternoon, at his Sale Room in Duddell Street, Victoria, Hongkong, in Three Lots.

THE FOLLOWING VALUABLE LEASEHOLD PROPERTIES situate at Victoria aforesaid, viz.:

Lot 1. ALL THAT PIECE or PARCEL of GROUND known and registered in the Land Office as Section E of Marine Lot No. 116 together with the messuages erections and buildings thereon known as No. 3 Stone Nullah Lane. Area 920 square feet. Term 99 years. Annual Crown Rent \$15.36.

Lot 2. ALL THAT PIECE or PARCEL of GROUND known and registered in the Land Office as Section F of Marine Lot No. 116 together with the messuages erections and buildings thereon known as No. 4 Stone Nullah Lane. Area 894 square feet. Term 99 years. Annual Crown Rent \$14.93.

Lot 3. ALL THAT PIECE or PARCEL of GROUND known and registered in the Land Office as Section G of Marine Lot No. 116 together with the messuages erections and buildings thereon known as No. 1 Stone Nullah Lane. Area 913 square feet. Term 99 years. Annual Crown Rent \$15.75.

For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to

Mr. GEO. P. LAMMERT, The Auctioneer, Hongkong, 30th July, 1910. [516]

G. P. LAMMERT.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on

TUESDAY and WEDNESDAY, the 16th and 17th August, 1910, at 10 A.M. each day, at H.M. Naval Establishments, SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES,

Comprising:—

OLD AND SURPLUS NAVAL STORES: CHAIN, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METAL, OLD MACHINERY, ELECTRIC CABLE and GEAR, WOOD BOXES, LEATHER, COAL SACKS, OLD IRON, RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, CORDAGE, PAPERSTUFF, &c., &c.

OLD AND SURPLUS VICTUALLING STORES: CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVE, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued. Lots will be on View on afternoons of August 15th.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 3rd August, 1910. [522]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO., 同隆公司

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at No. 10, DES VOUX ROAD CENTRAL, The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., 25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

IN INSPECTION INVITED, Hongkong, 27th June, 1910.

THE RUBBER OUTLOOK.

SHARE TRUST AND FINANCE COMPANY.

HOLDINGS APPRECIATED.

Addressing the shareholders of the Rubber Share Trust and Finance Company at the statutory meeting on June 28, Mr. A. A. Baumann pointed out that £175,686 had been received in subscriptions, of which £143,000 had been paid away to Mr. Arbuthnot in exchange for the shares that gentleman had delivered. The balance due on account of the purchase price bore interest, but as against that they were entitled to the dividends.

They had obtained an overdraft of £105,935 from the bank, and they had purchased shares to the value of £150,000, of which they had sold £47,389 worth at a profit. The shares taken over from Mr. Arbuthnot showed an appreciation in value and that none of them had been sold. There was, indeed, continued Mr. Baumann, one very good reason why they should be in no hurry to part with those holdings. Those who were practically connected with the production and sale of rubber saw no probability—possibly was perhaps the better word—of any great increase in the output of plantation rubber before 1913 or 1914 at the earliest. The greater part of the planting up of the rubber estates in the East was undertaken in 1907, and those estates could not come into full bearing before the years to which he had referred. That, he thought disposed of what he might call a few company arguments.

FUTURE OF THE MARKET.

Many people said to him that, with all the new rubber companies that were being floated, they were bound to swamp the market. It was possible that the share market might be swamped because promoters sometimes overdid it, but there was no possibility of the market for the raw material being swamped, if only because most of those new companies so called were not new planting propositions at all. They represented merely the sale by individual planters to companies of matured estates in bearing, whose rubber would have come to market in any event, and with regard to the smaller number of really new planting propositions, a minority after all they could not come into full bearing earlier than 1913 or 1914, and so were a negligible factor in the supply of plantation rubber for the moment.

For the first three months of the year, he reminded his hearers, during which there had been volcanic upheaval in prices such as the world had never before witnessed the business of dealing in rubber shares had been mainly confined to Mincing-lane, and was in the hands of people who knew the value of the shares in which they were dealing. About the month of March, however, the business became so huge that it was necessary to transfer much of it to the stock exchange because in the Lane there were not the financial facilities necessary for carrying on so extensive a financial movement.

STOCK EXCHANGE PRICES.

On the Stock Exchange, however, prices were not regulated solely by intrinsic merits; one has to take into consideration another factor—the technical position of the account, or more precisely, the relative position of the bulls and bears. Speaking without the slightest disrespect to the Stock Exchange, he thought he might say that rationality was not always the dominant note of its business.

The Stock Exchange had not so far arrived at a standard of valuation for rubber shares, with the result that stockbrokers and their clients fixed a feverish eye on the fortnightly auctions in Mincing-lane. It was, however, very easy to exaggerate the importance of those fortnightly sales in Mincing-lane. A very small proportion of the rubber supply of the world came under the hammer there. Indeed, no more than 3,500 tons out of a total of 70,000 tons were offered there, and a great portion even of the plantation was disposed of by private contract and for future delivery. The auctions in Mincing-lane were accordingly, by at the best merely an imperfect indication of the trend of values in the trade, and it was impossible for stockbrokers and their clients to arrive at a valuation of a rubber share without the assistance of experts.

That, claimed the chairman, was where such companies as themselves came in. Their business was to select and hold the shares of the best rubber companies for their clients—in that case their shareholders. There was nothing, he continued, so difficult as to value rubber shares of different companies. There was the number and the age of trees to take into consideration, with an immense number of other factors such as area, situation, climatic conditions of dryness or damp, and last, but by no means least, there was the management of the estate by the superintendent and visitors. The Stock Exchange had proved itself a little at fault in that matter. They—the Trust Companies—proposed to devote themselves to selecting and holding the best shares procurable. Theirs was not a planter's board, and it was not a planter company, but all of the directors were concerned in the direction of some of the best-established and most successful plantation companies in the East.

Their knowledge and experience, such ability and wisdom as they might collectively possess, were to be employed in selecting rubber shares; in holding them if they thought right for improving markets, and in selling them when they ought to be sold. They also sought to participate in the best flotations and generally to assist in the development of the industry in the East.

They might fail, concluded Mr. Baumann; they might buy the wrong shares; they might make mistakes; but that was their aim; those were their objects, and that the justification for their existence; and by selecting the best shares procurable they should be able to earn for them, if not spectacular, at least substantial, dividends.

There was no business to transact, and a vote of thanks to the chairman terminated the proceedings.

Intimations

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you."

Sold by all chemists.

9

BARMAIDS WANTED.

TWO BARMAIDS wanted, English, American or Australian, for Northern Port. Liberal Salary. 6 months Contract. Apply, stating particulars, before the 20th inst., care of this paper.

Hongkong, 3rd August, 1910. [521]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the Revenue Farms in the State of North Borneo from 1st January, 1911, as set out hereunder.

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock noon on the 1st day of October, 1910, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1911.

The Farms above referred to are the Opium, Spirit, Gambling, and Pawaobroking Farms for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. Guthrie & Co., Singapore, or Penang, or of Messrs. Gibb, Livingstone & Co. at Hongkong.

The rental rates for Opium fixed by Government for the Opium Farm for 1911, 1912 and 1913 are those specified below.

For every 3 lbs. packet ... \$0.14
" 4 " " ... 0.19
" 5 " " ... 0.24
" 6 " " ... 0.28
" 3 cbl receptacle ... 1.45
" 1 tabli. ... 4.80

Hongkong, 20th June, 1910. [414]

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Marlborough, on TUESDAY, the 9th August, at 12 o'clock noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th July to 9th August, both days inclusive.

By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary. [482]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1910, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, 15th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th instant to 15th instant, both days inclusive.

JARDINE, MATHESON & Co., LTD., General Managers. [518]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 20th day of August, 1910, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1910.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 8th August, to SATURDAY, the 20th August, 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors, N. J. STABLE, Acting Chief Manager. [519]

HONGKONG AVERAGE MARKET PRICES.

Corrected 28th July, 1910, 100 cts. per \$ Mex.

BUTCHER MEAT.

Beef shirloin & prime cut—Moi Lung P. 20

" Corned—Ham Ngau Yuk 22

" Roast—Shio 22

" Breast—N. Lu Lam 15

" Soup—Tong Yuk 20

" Steak—Ngau Yuk Pa 22

" Shirlon—Ngau Lau 20

" Sausages—Ngau Yuk Chong 26

Bullock's Brains—Know... per set 9

" Tongue fresh—Ngau Li... each 10

" Corned—Ham Ngau Li 60

" Head—Ngau Tau 15

" Heart—Ngau Sum... per lb 18

" Hump—Salt—Ngau Kin 18

" Feet—Ngau Keok... each 8

" Kidneys—Ngau Yiu... each 9

" Tail—Ngau Mei 18

" Liver—Ngau Con 12

" Tails (undressed)—Ngau To... 6

Calves' Head and Feet—Ngau-chal-tau-keok... set \$1.00

Mutton Chop—Yeung Pal Kwai 28

" Leg—Yeung Pal 22

" Shoulder—Yeung Shan 20

Pigs' Chilling—Chi chong 22

" Brines—Chi Know... per set 24

" Feet—Chi Keok... each 12

" Fry—Chi Chak 25

" Head—Chi Tau 15

" Heart—Chi Sum... each 11

" Kidneys—Chi Yiu... pair 8

" Liver—Chi Kon 10

Pork Chop—Chi Pal Kwai 18

" Corned—Ham Chu Yuk 18

" Leg—Chi Pal 14

" Fat or Lard—Chi Yau 18

Sheep's Head and Feet—Yeung Tan 18

" Keok... set 50

" Heart—Yeung Sum... each 6

" Kidneys—Yeung Yiu... pair 9

" Liver—Yeung Con 14

Suckling Pigs, To Order—Chi Chai 20

Suet Beef—Sang Ngau Yau 20

" Mutton—Sang Yeung Yau 22

Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

FRUITS.

Shark—Sa Yu 9

Shake—Po Yu 11

Shrimps—Ha 21

Snappers—Lap Yu 24

Soles—Tat Sa Yu 20

Tench—Wan Yu 20

Turbot—Cho Ho Yu 24

Tunies, small, fresh water—Keok Yu 50

White Bait—Ngau Yu Chai 20

Almond—Hong Yam 24

Apples, (California)—Kam San Ping 28

" (Chafoo)—Tin Chun Ping 18

" (brides), Macao—San Heng Chai 5

" Chertans, Chafoo—Yeung Lut 2

" Carambolas—Yeung Ton 2

" Cocconuts—Yeh Tai 10

" Grapes—Siu Tai Tai 20

" Lemons, China—Ming Moong 7

" " Amer.—Kam San Ning Moong 25

" Lichees, Small Stone—Lai Chi Chai 28

" Fresh, Lai Chi Chai 28

" Limes, (Salon)—Sal Kung Ning Moong 6

" Mango, Manila—Lai Sing Moong 24

" Mango, Saigon—Sal Kung Moong 20

" Mangosteens, San Chuk Tai per doz 20

" Oranges, Tin Chong 20

" Small—Tai Kut 20

" Mandarin—Tin Kut 20

" Olives—Pak Lam 20

" Passion Fruit 20

" Pears, (American)—Kam San Shui Li 2

" (Canton), Cooching—Sa Li 2

" Peanuts—Fa Sang 20

" Pears, Large—Hung Chai 20

" Pine-apples, 1st quality—Sheng Poon 20

" Ti Paw-lau 20

" and cooking—Chung-tang 20

" Paw-lau 20

" Flatfish—Tai Chai 20

" Flounders—Hung Lai 20

" Pomelo, Slam—Chim Lo Yau 20

" Walnuts, Hop Ton 20

" Green—Sung Hop Ton 20

" Shanghai Lo Kwai 20

VEGETABLES, &c.

Artichokes, Shanghai—Sheng Hoi Ah 20

Chai Chai 20

Beans, (French) Macao—Oh Moon Pin 14

Beans, (French), Shanghai—Sheng Hoi Pin Tai 2

Beans, Sprout—Ah Chai 2

Beans, Long—Tau Kok 2

Beet Root—Hung Chai 2

Brijals, Green—Chung

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt.

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO.

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July 1910.

BIRTH.

On the 2nd August, 1910, to Mrs. A. TERRY, wife of Detective Sergeant Terry, at the Victoria Hospital, a daughter. [512]

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 4, 1910.

THE KOWLOON TO CANTON RAILWAY.

Yesterday afternoon we had the pleasure of accompanying His Excellency the Officer Administering the Government on the first official trip over the British section of the new Kowloon to Canton Railway. The line of route could not but serve to bring into one's mind many reflections—first of all with regard to the magnitude of the undertaking; secondly, the series of obstacles overcome; and, thirdly, the splendid manner in which the work has been executed. So far as the British section of the Railway is concerned, little remains to be desired. If there is one thing lacking it is the construction of new feeder roads to connect the various villages and communal centres with the wayside railway station; but this work, we understand, is engaging the attention of the Government and many new thoroughfares are in course of construction through the paddy-fields and valleys on the railway route. This desirable step of progress is, we understand, being made under the supervision of Captain F. W. Lyons of the Police, who has already achieved results in this direction that are surprising when one considers the meagre financial supplies at his disposal. As time goes on, no doubt, the feeder roads will be thoroughly systematised, thereby adding to the value and to the profits of the railway. At present it is hardly possible to say when the now completed British section of the railway will be joined up with the Chinese section running from the Frontier to Canton. It is, however, a matter of common knowledge that rapid progress is being made on the Chinese section; and it is thought by those most concerned in the venture that the joining up will take place before the end of the year. On the Kowloon side of the line, there were engineering difficulties encountered which have no parallel on the Chinese section. The British part of the railway measures only 22 miles, whereas the Chinese length is no less than 89 miles, but taken on the whole the lesser British section has presented more physical obstacles to the constructors than those which

confront the engineers responsible for the building of the Canton section. Certainly the best of results ought to be looked for from the railway, when it is remembered that the British section has cost \$15,000,000 and that the Chinese section warranted a loan of \$1,000,000 sterling. Now the question arises whether a satisfactory working arrangement can be arrived at as between the British and the Chinese. It had been in all our minds that some understanding had been come to for the railway scheme was solidified, but, apparently, such is not the case; and now it transpires that the Colonial authorities are in negotiations with the Viceroy, Yuan Shu-hsun, in order to frame the policy to be pursued when the two sections are linked together. It is rather ominous that those in the Colony capable of forming what is called a "reasoned opinion" seem to think the last straw of the fence is going to be the hardest of all to tackle. By most people Yuan Shu-hsun is regarded as a reactionary. It is quite certain that he will not yield the slightest advantage in favour of the British section. The whole matter of a working basis may yet have to be referred to Peking. However, we hope that the Viceroy will prove himself to be amenable to reason and will do his utmost to foster a scheme which indubitably is designed for the ultimate benefit of Chinese and British alike.

SLANDERS IN HONGKONG.

It is with a feeling approaching approval that we note the tone of several articles that have appeared in newspapers ranging from Bombay to Hakodate with reference to the cult of slander. We as Britishers pride ourselves upon the fact that no man can willingly traduce another man's character without liability of police chastisement. Yet the evil is ever present in our midst. In the Far East, where the European population is necessarily limited, one would naturally expect that the daily routine of duty would be tinged with sweetness. On the contrary, there is no place in the wide world that can surpass the Far Eastern ports in their capacity for back-biting and for scandal-mongering. We regret to have to assert that the worst slanders in this respect belong to the members of the gentler sex. Teatable travesties are favoured of women and they gain a credence which is nothing less than appalling. In Peking, the Editor of the *Daily Press* has been letting his pen loose of late with particular reference to the communal slanders that pervade colonial life like an evil spirit. In Singapore, they are rather too staid to broach the subject, although the evil will be heard discussed at any club or mess-room that one chooses to enter. In Shanghai or in Japan, on the other hand, men are not so prone to leave their thoughts outspoken all of which tends to a healthier social atmosphere. In Hongkong, unfortunately, we are apt to get into the rut, and to find satisfaction of a kind in pursuing the paths that were considered obsolete half a century ago. The question of social amenities is one which affects us all. Here in Hongkong we make up a limited community amongst the Chinese and one, would naturally expect that Europeans would stick to each other in times of peace as well as in times of danger. But what do we find? There is no more quarrelsome and fault-finding element in the population than that which is represented by the European. True, there are many things that can be submitted in extenuation. To take a case in point, the European who is a sea-faring man one would expect to be a happy officer on board his ship, where there are only some half-dozen shipmates to associate with. There are a few notable and admirable exceptions, but on the whole we can safely say that there is no more fruitful source of scandal than the mess-room of a frigate sailing out of Hongkong. There is a decided propensity on the part of the juniors to "rag the Old Man" and as an asset the Skipper gets to know every movement of his juniors when they go ashore. In the same—except in a larger—way life in Hongkong is conducted. Be a man as sober and strait-laced as may be, he, surely, will find a trader to tell to all and sundry that he was inebriated drunk the night before last or some other night. Here is what was said on this subject by the Rev. Dr. Russell Wakefield, Dean of Norwich, on a recent occasion when he spoke about certain preposterous charges which had been circulated in regard to the present King. This is how the *London Spectator* deals with the subject:—"There is a very sound rule that no man, high or low, should ever answer, or even deny, a general accusation brought against his character—a rule which ought to apply not only to himself, but quite as much to his friends or to those who knew him from a distance, no matter how indignant they may be at the folly, the cruelty, or the utter absurdity of the accusation in question. Not only is no man obliged to deal with general accusations that he is a murderer, an evil liver, a drunkard, or a bigamist, but he owes it as a duty not only to his own self-respect but to the good of society as a whole not to notice any such gen-

eral slanders. By his silence, even though it may be galling to him to keep silent, he helps to form the necessary rampart against the wickedness, or perhaps we should say rather the ridiculousness and futility, of lying tongues. But for the observance of the rule we have laid down the world would be literally overwhelmed with torrents of scandalous slander, and prominent men would spend their lives in denying that they were assassins, politicians, perjurers, or thieves. The wise man and the man of honour and his friends should never give the impression that they have even heard of general slanders, slanders which can only be met by a general, and therefore empty, assertion of abstract virtue. Specific charges made by specific individuals are, of course, different. If A B will undertake to say that C D murdered a man in a particular day in the year, ran away with a specified man's wife, committed bigamy with a named person on a certain date, or was drunk on a particular occasion or set of occasions, then no doubt the wise man and his friends should deal with the accusation. They have something to answer, something to disprove, and will not be confined to more general, and therefore, as we have said, futile, asseverations of morality and good conduct, asseverations which, however true they may be in fact, are always open to the retort: 'Oh, of course you say so because you are his friend, or 'You think it fair to support him right or wrong, or what not.' Only answer what is answerable. Let mere wild second-hand hearsay and gossip perish, as they certainly will, from their own want of substance. The purveyors of such hearsay no doubt deserve the contemptuous condemnation that should descend on all tale-bearers and purveyors of little-tattle, but they are never worth 'further and better' consideration." This, of course, is the only dignified course to take, and we believe it to be the most effective. We venture to commend the passage to those of our Hongkong fellow-residents whose feelings were so terribly lacerated by the silly and discreditable prattle of "a small coterie who live for little-tattle and little-tattle's sake." Such a pronouncement, coming from the lips of a man like Dr. Russell, ought to carry at least a modicum of weight to the consciences of those out here who are addicted to slander. It is an accepted maxim by the Swiss, as well as by other European nations, that as the snowball in its descent from the mountain top becomes ultimately an avalanche, so the heedless slanderer lightly recounted at the beginning, becomes a deluge under which the unfortunate victim founders. Hongkong is full of slanderers, unconscious perhaps, yet none the less deadly, for the "white lie" told in jest is sure to become a concrete narration as it is passed from one man's lips to another's ear.

LOCAL AND GENERAL.

THE silk ex O. S. K. str. *Panama Maru*, which left Hongkong on the 29th June, arrived in New York on the 1st August.

Mr. R. N. Spens of Messrs. Butterfield & Swire's staff in Tientsin has been transferred to Shanghai. He is relieved by Mr. E. C. Hagen from Hongkong, a son of Mrs. Hagen of Tientsin.

"I WASN'T smoking opium; I'm blind and I went in to look for my brother," said a native at the Magistracy this morning when charged with lodging in the drug in an opium den. Smacks of Irishism, doesn't it?

TWENTY-ONE men were charged at the Magistracy this morning for taking part in gambling at 64, Mount Kellett. The keeper was fined \$450 and the rest \$4 each. Another batch of nine from the same locality were fined \$3 each for a similar offence.

THE Albert Medal of the Royal Society of Arts, which was instituted in 1863 as a memorial of the Prince Consort, and which is conferred annually for "distinguished merit in promoting arts, manufactures, or commerce," has this year been awarded by the council to Mme. Curie for the discovery of radium.

AT Leicester Dorothy Eileen Ingalls, the young nurse who is alleged to have kidnapped Mrs. Negri's child, and afterwards to have abandoned him in London, and also to have stolen money and jewellery to the value of £178, on June 23, was committed for trial at the assizes on charges of theft of the child, the money, and the jewellery. It will be recalled that after a remarkable chase to London, Manchester, and Crewe, the accused was eventually arrested at Birmingham.

LAST RIVER PIRACY.

OPIUM, MONEY AND ARMS ROBBED.

[From Our Own Correspondent.]

Canton, 3rd August.
A report has been received from Chaochow to the effect that a junk, conveyed by an official guard boat, left Chaochow city on the 24th ultimo with 16,800 taels in cash, and a quantity of raw opium valued at about 2,000 taels, on board, for the market place at Shing Koo, on the East River. When passing a narrow river known as Shi Yu Hang, the junk was attacked by some thirty pirates who fired at the junk from both sides of the river banks. The "braves" on the guard boat offered vigorous resistance against the pirates, but were outnumbered by the pirates with the result that six of the "braves" were killed and the junk piloted by the desperado, who carried away the money and the opium on board, in addition to fifteen rials from the guard boat.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:—His Excellency the Officer Administering the Government, Sir Henry May, K.C.M.G., Hon. Mr. A. M. Thomson, (Colonial Secretary), Hon. Mr. C. McL. Messer, (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G., (Director of Public Works), Hon. Mr. F. J. Bodeley (Capital Superintendent of Police), Hon. Mr. E. A. Hewitt, Hon. Dr. Ho Kai, M.L.C., Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. E. Osborn, Hon. Mr. Murray Stewart, and Mr. C. Clementi (Clerk of Council).

THE minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.
The Colonial Secretary laid on the table Financial Minutes Nos. 65 to 67. It was agreed that they be referred to the Finance Committee.

THE report (No. 8) of the Finance Committee was adopted.

PAPER.
The Colonial Secretary laid on the table the report on the Blue Book for 1909.

VILLAGE RATES.
The Colonial Secretary moved:—
"That the percentage on the valuation of tenements payable as rates in the undermentioned places be altered from the 1st day of October, 1910, as follows:—

Taihoang From 9 to 10 1/2
Tunglwan " 10 1/2 " 10 1/2
Whitfield " 10 1/2 " 12 1/2
Shankwan Road, as far as
L.L. 1620 " 10 1/2 " 12 1/2"

The Colonial Treasurer seconded.
The resolution was agreed to unanimously.

LEPERS.
The Attorney General moved the first reading of a Bill entitled An Ordinance to provide for the segregation and treatment of lepers.

The Colonial Secretary seconded.
Bill read a first time.

The object of this Bill is to check the spread of leprosy in the Colony by providing for the segregation and treatment of lepers.

It is based on the laws prevailing in other Colonies and dependencies of the Crown.

MARRIAGE.
The Attorney General moved the first reading of a Bill entitled An Ordinance to amend the Marriage Ordinance, 1875.

The Colonial Secretary seconded.
Bill read a first time.

The Bill is introduced to check the increasing number of undesirable civil marriages contracted in the Registrar General's Office by requiring that Chinese persons desiring to contract marriage shall satisfy the Registrar General that they are permanently resident here, that they have been already married according to the rites and customs of China and that neither party has an undivorced husband or wife living.

Clause 38 re-enacts section 37 of the Marriage Ordinance, 1875, subject to the reservation imposed by the previous section.

The measure has the support of the District Watchmen Committee.

CROWN LANDS RESUMPTION.
The third reading of the Bill entitled An Ordinance to amend the Crown Lands Resumption Ordinance, 1900, and to make special provision for the Resumption of Crown Lands of small value for public purposes, was passed on the motion of the Attorney General, seconded by the Colonial Treasurer.

PUBLIC HIGHWAYS.
Council resumed consideration in Committee of the Bill entitled An Ordinance to provide for the narrowing, stopping up, diversion, turning or alteration in level of Highways.

The Attorney General stated that at last meeting of Council, the Bill was left in Committee in order to enable the Government to go into the question of compensation.

His Excellency now approved of certain amendments to the Bill. He proposed that in the event of disapproval by the Government, Council two arbitrators should be appointed, one to be nominated by the Government and the other by the owner of the property concerned.

Their decision should then be referred to the Public Judge. The system was based on a precedent which was already existent in the matter of the Public Health Ordinance.

Council resolved itself into Committee and the Bill was reported with amendments.

Mr. Murray Stewart—I cannot realise in a matter of this kind the necessity of immediate action.

His Excellency—You know the delays of the law.

Mr. Murray Stewart—The idea doesn't suddenly dawn upon one's mind for the elevation of a road. I don't see where the necessity of a hurry.

The Colonial Secretary—It can be stopped up at once if deemed necessary.

Mr. Murray Stewart—I can understand special provision being made in the event of an earthquake but not otherwise.

After further discussion the Bill passed Committee.

SUPPLY BILL.
The Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Three hundred and fourteen thousand five hundred and thirty-three Dollars and thirty-two Cents, to defray the Charges of the Year 1909, having been considered in Committee, was read a third time and passed.

TRAMWAY.
The second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902, was not proceeded with.

FINANCE COMMITTEE.
A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was unanimously agreed that the following votes be recommended for approval by the Council:—

LAICHKOK QUARANTINE STATION.
A sum of four thousand dollars in aid of the Public Works, Extraordinary, buildings, hospital at the Quarantine Station, Laichkok.

OIL-TESTING APPARATUS.
A sum of fifty pounds sterling in aid of the Public Medical Department, B—Hospital and Dispensary, Outer Charges, Civil Hospital, apparatus and accessories for testing holds and tanks of ships, carrying oil in bulk for the process of oil vapour.

DISINFECTING STATION.
A sum of two thousand dollars in aid of the Public Works, Extraordinary, buildings, workshops at the Disinfecting Station.

This was all the business.

To Samohun and Back.

BY RAIL TO THE FRONTIER.

AFTERNOON EXCURSION BY THE KOWLOON-CANTON RAILWAY.

Although what might have been considered as the official trial run on the Kowloon-Canton Railway (British section) was successfully accomplished last week, it was not until yesterday afternoon that a party of officials and leading residents were afforded the opportunity of an interesting excursion over the line to the British frontier on the Kowloon hinterland. The party, at the invitation of His Excellency Sir Henry and Lady May, boarded the launch at Murray Pier at 2.30 p.m., that had been placed at their disposal to convey the visitors across the harbour to Tsim-sha-tai where they disembarked at the Police Pier in anticipation of the run to Samohun and back. Among the party were:—Sir Henry May, K.C.M.G., and the Misses May, Mr. C. Clementi (private secretary), Capt. G. E. Garnett, A.D.C., Commodore Eyles and his private secretary, the Bishop of Victoria, Hon. Mr. and Mrs. W. Chatham, Mrs. Henry Keewick, Lieut.-Col. Mrs. and Miss St. John, Mrs. Elges, Major-General R. G. Broadwood, C.B., Captain Heathcote, A.D.C., Hon. Mr. Murray Stewart, Hon. Dr. Ho Kai, C.M.G., Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. E. Osborn, Hon. Dr. J. M. and Mrs. Atkinson, Hon. Mr. and Mrs. F. J. Bodeley, Capt. Hopper, Mr. and Mrs. Griffin, Messrs. A. H. Ough, Darrah, Robinson (Times Washington correspondent), J. Barton, Elwes, Douglas, Clarke and Baker. The party was under the direction of Mr. E. S. Lindley, Chief Resident Engineer, and Mr. E. J. Richards, Assistant Engineer, under whose superintendence the line from Shatin to Samohun has been constructed.

THE START.
The delay in the arrival of bogies and passenger cars from England necessitated the conversion of two closed-in steel goods waggon into cars for yesterday's excursion. These with the No. 2 engine, in charge of a European driver, two open trucks and a brake van in the rear were awaiting the arrival of the official party at the temporary terminal station near the "Star" Ferry landing at Kowloon.

Before the start Mr. Mac Cheung, the photographer, took several photos of the party in the act of boarding the train. At 2.55 p.m. the whistle was sounded and the party was soon speeding along at a fifteen-mile rate per hour on the rails bound for Samohun. The easy rate of progress was taken on the outward journey as it was uncertain whether the recent rains might not have been responsible for some minor slips, which fortunately were not met with throughout the journey. Accordingly, the return journey was accomplished in rather quicker time.

Through Blackhead's Point, along the Kowloon reclaimed area, past a slight incline of 1 in 20 through a gap cut into hills for a temporary route, pending the completion of the permanent line, the train was brought passed Yau-mat station with its well-ordered platforms, a diminutive cattle-pen and permanent station-house. It was noted that the main road from Yau-mat and Mongkok to the first station is rapidly nearing completion.

The next point of interest was the traversing of the famous

BEACON HILL TUNNEL which has earned a notoriety all its own for the high cost and difficulty of construction. For fully five minutes the train sped through dimmer darkness and to avoid the discomfort of the smoke of the engine the visitors were warned to turn their backs to the engine while the train negotiated this interesting stage of its progress. Emerging from the tunnel at the northern end the party were treated to the natural scenic beauty of

SHATIN VALLEY with the numerous villages and hamlets nestled at the foot of the low-lying hills well clothed with vegetation. Paddy and sweet potatoes cultivation appeared to be the principal agricultural pursuit of this, as indeed of the other, districts in the New Territory visited yesterday, although small patches of well tended liches, wong-pit and long-an orchards were not infrequently met with along the route.

Tai-po station—the most important between the termini—was reached at 3.35 p.m. Here a short halt was made and the interval allowed of a cursory inspection of the station building and engine shed under which the large No. 2 locomotive was housed. The district officer's quarters on the day promontory in the picturesque bay was an effective setting in the seascapes and the other notable building was the police station. For the rest the habitations at Tai-po belonging to the agricultural and fishing population are of the primitive village type to be found in China, although a few new constructions of two storeys have adopted a style of architecture more in keeping with the advanced idea of new rural China by affecting the verandahs and backyards of present-day urban dwellings. Unquestionably, after Samohun proper, Tai-po promises to become the most important point in the Territory when the latent possibilities of the railway now in the seemingly dim future shall have been fully developed.

Exactly half-an-hour from the re-start at Tai-po the train was brought up in front of Samohun bridge alongside the

BRITISH TERMINAL STATION on which a number of carpenters and masons were employed in completing the station building. The road at this end is not yet quite finished, and for about three hundred yards to the bridge has to be laid, metalled and levelled. The bridge, which is a steel structure, has a span of 100 feet and has been designed for a double track. All haste is being made to complete it, as over the bridge the rails now being discharged from steamer at Blackhead's Point will be transported for the Chinese section.

On the river bank huge stacks of timber point to an accumulation of some 60,000 Australian sleepers which will be used on a part of the

road to Canton. Two barges of the Hongkong and Kowloon Wharf and Godown Co., Ltd., towed up by one of the Company's launches were discharging steel girders for the Chinese section. On the score of

THE BOUNDARY LINE so clearly defined in the Kowloon Convention no differences seem likely to arise for diplomatic wrangling in future, for the left bank of the Samohun River affords the unmistakable demarcation between Chinese and British territory.

Dr. Ho Kai was pined with a number of questions, principally by the ladies who desired to know if they were treading on Chinese soil. "Yes, we are in China," was the informative reply tendered. With these words Dr. Ho Kai pointed to a large marked father island where the Customs "runners" and the district official were housed. Within the grounds of the Customs office a tall bamboo pole served the purpose of a flagstaff from which a brand new dragon flag fluttered; the breeze as the symbol of Chinese authority over territory just beyond the line where British jurisdiction ceases to exercise its protective and administrative influence.

Samohun City itself is about a mile and a half from the Lo-fu station on the river bank, and is reputed to have a population of from 10,000 to 15,000 inhabitants.

THE RETURN JOURNEY to Tai-po was commenced at 5.15 p.m. and with in half-an-hour the party landed at the latter station for the second time where the guests were regaled to a tea and cake banquet and other light refreshments. Sir Henry himself dispensing hospitality to the guests. It should be mentioned, by the way, that an important undertaking now in hand is the construction of the Fan Lio to Shu-Tau-kok road which should exercise a not inconsiderable influence as a feeder to the Kowloon-Canton main line.

After tea the party boarded the train again for Kowloon, the station being reached at 6.15 p.m. The excursion was both a delightful and novel experience.

It is understood that the railway will be in proper working order in about a month's time. The fares have not yet been definitely fixed, but it is just possible that a charge of \$1.25 will be made from Kowloon to Tai-po, and a like amount to Lo-fu. The return fare will be \$1.25 from end to end, or \$3.75 for the journey from Kowloon to Samohun and back.

CHINESE SECTION.
[From Our Own Correspondent.]

Canton, 3rd August.
The work on the construction of the Canton-Kowloon Railway (Chinese section) has, on several occasions, been interrupted by the frequent occurrence of clau fighting in the Pan Yu district. Yesterday morning, on information received from Tsoai Wei Hoo, Managing Director of the Railway, that work had had to be stopped again on the line at Che Pi, where a clau fight had taken place, the Pan Yu Magistrate, at once left for the spot with a number of "braves" to disperse the rioters.

CANTON DAY BY DAY.
RAILWAY CATASTROPHES.
[From Our Own Correspondent.]

Canton, 2nd August.
Day before yesterday two lives were lost on the Samshui branch line of the Canton-Hankow Railway. Of the two victims one was an old woman who was knocked down and killed by a train when passing near the Shiu Pin station, and the other was a workman who was run over by a construction car while doing some repairs to the road.

SINGAPORE CONSULSHIP.
The rumour about the appointment of Tsoai So, at present chief deputy of foreign affairs in Canton, as Chinese Consul at Singapore, is now confirmed. Yesterday a telegram was received by the Viceroy from the Ministry of Foreign Affairs at Peking announcing the appointment of Tsoai So at Chinese Consul to the Straits Settlements. It is reported that Tsoai So will probably proceed to take up his new appointment about the middle of this month.

FORTHCOMING CONFERENCE.
It is learnt in official circles here that the Governor of Kwangsi, H. E. Chang Ming Ki, in company with Lung Chai Kwong, Commander-in-chief of that province, will shortly come to Canton to have an interview with H. E. Viceroy Yuan. The purpose of H. E. Chang's visit to Canton is said to confer with H. E. Yuan on matters in connection with the carrying out of the necessary reform in the administration of that province.

RICE SALES.
The proceeds realised from the sale of cheap rice in Canton on the two days, 30th and 31st ultimo, were as follows:—30th: Eastern Shed, \$2,000; Western Shed, \$1,180; Homan Shed, \$1,654; and Wongshe Shed, \$1,372.50; 31st: Eastern Shed, \$1,160; Western Shed, \$1,700; Homan Shed, \$1,076 and Wongshe Shed, \$1,550. About \$7,000 was realised on the 30th and about \$4,500 on the 31st from the sale of rice to the villagers.

KIDNAPPER BEHEADED.
The notorious robber, An Fook Hoi, who was extradited to Canton from Hongkong some time ago, was yesterday taken out of the Namhoi goal to the execution ground and was beheaded. It will be remembered that some time in August last year this culprit kidnapped three children from Chun Tsun and demanded a sum of \$1,500 as ransom for the release of the children.

RICE CROP.
Owing to the long drought and the excessive heat of the summer, the second crop of paddy has been considerably damaged. For three days commencing from the 30th ult. the rain in this district stored prayers at the Shing Wong Temple to ask for rain on behalf of the peasantry, and have at the same time given orders to prohibit the slaughtering of cattle.

A BIG FISH, which had carried away several head of cattle from a farm near the River, was brought to the market yesterday. A huge snake was also killed near the River after it had swallowed two goats of the same farm.

ACTION FOR ALLEGED MALICIOUS PROSECUTION.

AN ECHO OF THE LAND OFFICE FRAUD.

Before the Chief Justice, Sir Francis Pigott, and a special jury in the Supreme Court this morning, Li Nam Shan, alias Li Kai Mi, alias Li San, sued Ma Fu San for that he did maliciously and without reasonable and probable cause, preferred a charge of forgery and other charges against the plaintiff before a Police Magistrate, causing the plaintiff to be sent for trial on the said charges and imprisonment thereon and prosecuting the plaintiff thereon at the Criminal Sessions, where the plaintiff was acquitted. Particulars of special damages were \$5,500 costs to Messrs. Deacon, Looker and Deacon. Plaintiff claimed damages on account of the said malicious prosecution. Mr. M. W. Blade, K.C., instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff and Mr. Eldon Potter, instructed by Mr. H. L. Denney, Sr., from the Crown Solicitor's Office, represented the defendant.

The jury was as follows:—Messrs. E. Ormiston (foreman), L. N. Lee, J. Barlow, A. W. A. Becker, F. Maitland, J. W. Bolton and W. Logan.

The statement of claim set out that the plaintiff was a merchant and the defendant a contractor. The defendant brought false charges of forgery and uttering a forged mortgage for \$10,000 and also with procuring one Li Fuk, registered owner of the property known and registered as Section B of Marine Lot 163 with intent fraudulently to obtain \$10,000 from the defendant and also with conspiring to obtain \$10,000 from the defendant and on the 3rd November, 1909, he procured the plaintiff to be arrested at 11.30 a.m. and imprisoned until about mid-day of the 11th November, when he was released on bail of \$10,000. Defendant maliciously and with probable cause prosecuted the plaintiff before a Police Magistrate and after numerous remands caused the plaintiff on January 11 to be sent for trial. Plaintiff was put to heavy expenses as a consequence of the false charges and had been much injured in his credit and reputation and suffered anxiety by reason of the false charges and imprisonment thereon.

The defendant denied that he had no reasonable and probable cause for preferring the charges and that in taking proceedings against the defendant he acted without malice.

Mr. Blade stated that he would bring forward evidence before the jury which he felt sure would convince them that the charges which were preferred against the plaintiff were brought in the most reckless manner imaginable, not with the purpose of seeing justice done, but with the indirect motive of extracting money from the plaintiff. The charges were brought by the defendant with the purpose of getting money. After the jury had heard the evidence they would be convinced that it was as gross a case of blackmail—or rather, attempted blackmail—as had ever been exposed in the Courts of the Colony. He need not go so far as that to be entitled to the jury's verdict. If the defendant had brought the criminal charge against the plaintiff, as he admitted he did, for the purpose of getting money, without reasonable and probable cause, then the plaintiff was entitled to their verdict. It was the jury's privilege to teach malicious money-lenders and others of a like kind that it was not safe to make use of the Criminal Law of the Colony for the purpose of getting back money which they had lost through their own foolishness and rapacity. The facts of the case were that the three men named in the criminal charges—Li Fuk, Li Leung and Li San—were brothers, or had been brothers, because Li Fuk had long been dead. They were the sons of a local Chinese and the family was well known in the Colony. The father (Li Tim Pak) died some years ago but before his death he wished to see some provision made for his sons, which he did by buying property in the Colony and putting it in their names, while the latter were still infants. He bought a certain property in Wing Lok Street, of which Marine Lot 163 was a part, and caused an assignment to be made of Section B of the Marine Lot to his son Li Fuk. At this point, Counsel detailed at some length the fact of one of the sons falling into vicious habits and mortgaging his property. As soon as the mother came to know of the mortgage, she at once applied to the Court for letters of administration for the mortgage to be set aside, which the Court granted and caused the other document to be impounded. The defendant took a photograph attached to a declaration by Li Leung. Li Leung swore that he was plaintiff's younger brother and Li Fuk swore that he was born on a date which now made him about 27 years of age. When the defendant lent the money, for which he charged 12 per cent. per month, he had practically no security at all except the declaration. The mortgage was executed in Mr. Otto Kung-Sing's office and the declaration was sworn before the nearest Justice of the Peace, Chan A Pook, of Watkins, Limited.

The case was adjourned.

Events Coming.

Saturday, 6th August.

Gymkhana, Race Course, 3.30 p.m.
V.R.C. Aquatic Fête, 9 p.m.

Tuesday, 9th August.

Hongkong, Canton and Macao Steamboat Co.'s half-yearly meeting, noon.

Thursday, 11th August.

Auction sale of valuable Leasehold Property, at Mr. C. P. Lammer's, 3 p.m.

Friday, 12th August.

Auction sale of valuable Leasehold Property, at Mr. C. P. Lammer's, 3 p.m.

Saturday, 20th August.

Hongkong Bank meeting, City Hall, at noon.

Monday, 22nd August.

Hongkong & Whampoa Dock Co. meeting, at noon.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

SANITARY AFFAIRS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—At the risk of my mathematical status being misunderstood and of its being thought that I have been metamorphosed into a recurring decimal, I am forced to refer to my letter, which you printed yesterday, and which dealt with the Pokfulam reservoir.

I said in my letter that "Much has been made of the difference between chemical examination and bacteriological examination of water." Unfortunately the last half of this sentence was, by a printer's error, left out. The whole point of the Pokfulam controversy turns on the reliability of the chemical analysis of the water, which is impugned by the bacteriologists. Since writing the letter published by you I have had a most gratifying corroboration of the views expressed in it, and of the views expressed on this subject by the *Hongkong Telegraph* from the very beginning. A scientific man of attainments sufficient to entitle him to the epithet "personage" has expressed his opinion that there is no valid reason for doing away with the Pokfulam Reservoir, and that for the very reasons given in my letter it ought on the contrary to continue to be used.

While I am writing about this important subject, I may as well say that I am convinced that neither I nor the *Hongkong Telegraph* can be in any way moved by a spirit of carping criticism when discussing the proceedings of that efficient and useful body the Sanitary Board. But not the Sanitary Board or any special committee of its members is infallible. On all such Committees there are sure to be one or two faddists. Faddists are always interesting. Sometimes they are so useful as to be great leaders in great causes. They are then benefactors of the human race. Sometimes they are troublesome busybodies.

The Government has taken a practical view of the preservation of the Pokfulam Reservoir. Long may it continue. An interesting subject was raised at the recent meeting of the Board, dealing with the breeding of mosquitoes. I remember that something less than a year ago some indignation was expressed at the importation into Hongkong of a quantity of mosquito larvae from Canton. They were intended to feed gold fish with. Gold fish are pretty and harmless creatures, but they are emphatically not worth being made a cause of danger to men. The ignorant Chinese who imported these larvae had of course no knowledge of the results of what they were doing. For this reason the suggestion expressed, I think by Mr. Hooper, that a few thousand pamphlets be printed in Chinese and circulated, explaining how mosquitoes breed and giving instructions for their prevention, was an excellent one and it is only to be regretted that the Board adopted it half-heartedly. Advertisements are to appear in the *Native Press* on this subject of mosquito breeding. People will be warned against allowing stagnant water to remain in old tins, etc. This is well thought of, but it would have been still better, and little more expensive to have had the whole subject carefully printed in easy Chinese and circulated among householders. New ideas are not rapidly assimilated by the Chinese, but once grasped they hold them "dear to the heart" as an American said of a certain Britisher's ugly but very secure seat on horseback. Who, ten years ago, could have foreseen the splendid usefulness of the Chinese local dispensaries which work so harmoniously with our Sanitary Authorities to-day? Much of the credit of this fortunate state of affairs is no doubt due to the Hon. Mr. A. B. Rawlin, Registrar General, whose knowledge of the Chinese and tact are unrivalled. Mr. Lau Chai-pak is another enlightened and useful worker for the common good. I know that many of his countrymen place unbounded confidence in him, and every European who has spoken of him in my hearing has spoken in the same sense as the man who said of him only yesterday, "Lau Chai-pak, yes, very public-spirited man indeed, gives his work and his time for nothing!"

Now I am sure that a little education, in the shape of simply worded pamphlets on the subject of the mosquito and his wicked ways would arouse deep interest among the Chinese, and prove of the greatest assistance to those who are fighting our malarial enemy. —Yours, etc.,

THE TRIANGLE.

Hongkong, 4th August.

LONDON TO YOKOHAMA.

IN FIFTEEN DAYS.

Mr. J. B. Scott, of Messrs. G. Strauss and Co., has just made the journey from Charing Cross, London, to Yokohama, via the Siberian route, in fifteen days, or, making allowance for the difference in time, in about fourteen days fourteen hours. The *Japan Gazette* understands the train was delayed nearly a day on account of the breakdown of a bridge en route; otherwise this very creditable showing would have been considerably improved. With such facilities by this increasingly popular route, Japan certainly now seems very near the great centres of the West.

WHITE SLAVERY IN FRISCO.

A special committee of the San Francisco grand jury is preparing a report to the main body showing that white slave conditions in San Francisco are appalling. The members of the committee refuse to discuss specific cases, but declare that not alone are women of Ohio-land enslaved, but the custom has extended throughout the city and that many women and girls have fallen victims to an organized band of men and women. A member of the grand jury announced that that body would soon begin an investigation and would ask police co-operation in breaking up the traffic. It is believed that this announcement is made to mark grand jury operations already under way and about to culminate in judgments.

WATER POLO.

V.R.C. V. C.Y.C.

The water polo struggle between the V.R.C. and C.Y.C. (Semi-Final) took place on Tuesday afternoon before a very big gathering, and I think this match creates quite as much interest in Hongkong as the Jeffries-Johnson fight. As both teams took the water, they were greeted with continued applause from the (x)ed backers. When the teams faced each other for the coming struggle, grim determination could be seen stamped on the swimmers' faces, and from the minute the whistle sounded for the commencement of play, every good move on the part of the men was rewarded with an enthusiastic round of applause.

Tommy Logan secured the ball at the start for the C.Y.C. and gave his team the first chance of the game, but the V.R.C. representatives were on their opponents before anything could be done, and in less than two minutes H.A. Lammet registered the first goal for the home team, sending in a stinger, which Helgh was unable to stop. This considerably warmed up the contestants who struggled up and down the bath, but the backs of the V.R.C. were always alert and never allowed a single chance to be given to their rivals, half time being called with the register showing one goal to nil in favour of the old Club.

The interval was greatly relished by both teams who appeared pretty well fagged after round No. 1, but on restarting, they went hard at it again with the same determination as in the first spell, and H.A. Lammet was given another opportunity to shoot on account of his opponent leaving him unmarked. Play was still confined to the Corinthians' quarter, and after two corners had been conceded to the home team, without success, Barros sent in a hot shot, which the referee disallowed, on account of this being scored within the two-yard limit. The custodian of the Corinthians' goal was still having a bad time when the game ended, in a victory for the V.R.C. by a goal to nil.

The teams were as follows:—
V.R.C.: A. A. Claxton, H. A. Lammet and A. S. Ellis (Forwards), A. H. Carroll (Half Back), L. E. Lammet and A. V. Barros (Full Backs), and J. Forbes (Goal).

C.Y.C.: T. Logan, O. J. Cooke and F. Ross (Forwards), R. C. Wittichell (Half Back), G. Wittichell and Carl Banjo (Full Backs), and J. Helgh (Goal).

JELLY BUG.

SEMI-FINAL.

The second match in the semi-final of the above competition was played off yesterday afternoon in the V.R.C. Bath. The representing teams were the "Buffs" and the 87th Co., Royal Garrison Artillery. The game was a very even one throughout and both teams tried hard to score in the first half, but nothing resulted. In the second half play was also even, and all expected a draw game. At the close of time one of the Artillerymen swam away from his man, and scored a lucky goal. Thus the game ended in a win for the R.G.A. by one goal to nil. The teams were as follows:—

Buffs:—Gibbons, Vincer, Burger, Williams and Westcott.
87th Co., R.G.A.:—Old, Fensome, Taylor, Bancroft and Nayor.

The final will be between the Victoria Recreation Club and the 17th Co., R.G.A.

THE PASSING OF THE JUNK.

IN THE CHINA SEAS.

The advent of foreign trade in China has certainly changed the old order of things very seriously. In olden days there was little or no import trade, and what there was was carried on in a somewhat haphazard manner by means of junks which pursued their leisurely way along the coast, taking sometimes months to reach their destinations.

"Come day, go day, God send a holiday," was their motto, and time was no object to them. Steamers have altered all this, and the old

PICTURESQUE JUNK.

is becoming a thing of the past. Steamers are rapidly running them off the coast. One line of perhaps the most celebrated junks existed in the early eighties—Tientsin to Canton. The junks went down in the N.E. and returned to Tientsin on the first burst of the S.W. monsoon. Now and again one hears old low-dahs spinning yarns about them and telling tales of their individual prowess when attacked, as they frequently were by pirates, but the stories, like the junks, are becoming mere memories.

These old-time junks, navigated with the rudest and roughest implements, did an astonishing trade sometimes reaching to FAR OFF ARABIA and the Persian Gulf. In the South, a certain amount of the old time romance is still extant. Junks still leave Amoy year by year bound for the Nicobars, and the islands that may be called the Dutch Archipelago, they coast most of the way and set their courses as their forefathers did for generations.

Fallen still sends a few junks, but the death knell of the junk trade was sounded when the first steamer ploughed the China Sea. It brought in its wake a condition of things hitherto undreamed of, a sense of rush, hustle and worry never before heard of. Where months were concerned, now

A FEW DAYS.

only suffice. Railways, steamers, and improved communications have conferred their undoubted blessings on people who are gradually educating themselves up to them.

Probably the first serious shock to the status quo was the opening of the Suez Canal which put far off Tientsin within two months of England. The trans-American lines cut in and shortened time and distance. Now

OUR MAILS.

can be delivered in England within fourteen days of postage here, by the Siberian Railway. The effects of these rapid changes have not been wholly good, for either Chinese or foreign trade. The margin of profit grows less and less, while competition grows keener and more wearing. —F. A. T. T. T.

A NEW TELEGRAPHIC CODE.

We have to acknowledge the receipt of a copy of "Hawke's Systematic Telegraph Code," compiled by Mr. William H. Hawke and published by Messrs. Keffingham Wilson, of 54, Threadneedle Street, London, E.C. The Code includes a key of one hundred million cypher words, all easily pronounceable and differing from each other by two or more letters in each half-section of five letters. These are specially arranged to fulfil the conditions of the latest international telegraph regulations (paragraph 2 of article 8).

Mr. Hawke points out in his preface that the immense saving in telegraphic expenses which has been rendered possible by the admission of artificially constructed words has been taken advantage of so far only by firms using up to date codes, viz., those arranged on systems of figure combinations which are transmitted by such artificial words. These firms who use only the ordinary kind of general code have experienced no benefit whatever from this great extension of telegraphic facilities. The full value of this extension is realised by few, but as a fact the increased scope of cypher words available for coding purposes is no less than about a million fold.

Under the old system, when only *bonafide* dictionary words, from the eight languages allowed, were admissible, the range of safe telegraphic words was limited to a few hundred thousand, whereas now with artificial words, the range is extended to hundreds of thousands of millions, and many firms use the full billion, giving a full and complete twelve figure system. The object of this new code book is to bring these enhanced facilities within the reach of all and to arrange the work so as to leave reserve cyphers for the inclusion of any special tables which may be required for any business. The code has this additional advantage, that it can be incorporated in the coding systems of any firm using cyphers having a range of nine or more figures.

"Hawke's Systematic Code" ought to be highly appreciated in local mercantile circles. The price is 42/- net.

PORTUGUESE CRUISER'S WORLD CRUISE.

THE "SAN GABRIEL" AT SHANGHAI.

A reception in honour of the Commander and officers of the Portuguese cruiser, *San Gabriel*, which is on a tour round the world, was held on Thursday last at the Club, Union, Shanghai. The Portuguese Consul, Mr. J. F. de Chagas, Mrs. Chagas and many ladies were present. The reception room was rendered delightfully cool by many fans, so much so, that some of the officers and others present braved the heat and danced, the music being supplied by the Filipino Band.

Mr. E. Marques de Souza, the President of the Club, welcomed the officers in a speech, and said that it was a pleasure to see the Portuguese flag in these waters and that served to show that the mother country thinks of her sons spread all over the world.

The Commander, Captain Pinto Basto, thanked the Committee and the members of the club for the reception and said it was a pleasure for his officers and himself to meet so far from home their countrymen.

The *San Gabriel* left Shanghai on Saturday. She will touch Foochow, Manila, Macao, Hongkong, the Dutch, British and Portuguese Indies, and the coast of Africa. She left Lisbon on the 11th December, 1909, and expects to reach the capital again by March, 1911. On board the cruiser there is a large number of midshipmen who are being trained for the navy. The cruiser, so far, has met with the best reception in all the ports she has touched. The shortness of her stay and the time of the year precluded the Portuguese community of Shanghai from giving the officers and men a more brilliant reception.

RICKSHAS IN ENGLAND.

A NEW CRAZE.

It must be ten or twelve years ago since some kind of Oriental exhibition at Earl's Court—one of those pleasant excuses for turning the wastes of West-South Kensington into a London summer playground—afforded an opportunity to introduce rickshas to the British public. At that time a trip round the grounds in a ricksha, ranked in adventurousness somewhere between a child's goat-cart on Hampstead Heath and the switchback railway. Now, however, it seems that the ricksha is to be taken seriously, first on the Clifton Downs, then, as we were told a day or two ago, at Bath; and as the ricksha promise already to

BECOME POPULAR.

no one will be surprised to hear that conscientious protests have been raised against them. Thus a correspondent of the *Daily Mail*, who formerly lived in Japan, affirms "that the Government much regretted the introduction and general use of these convenient and delightful little vehicles—a regret caused by the admitted liability of the ricksha men to pulmonary complaints;" and the *Japan Daily Mail*, while apparently somewhat sceptical of hygienic objections to the ricksha, protests against the degradation of putting a man between shafts to draw one of his fellow-men and "the transformation of a human being into a beast of burden."

Is not the criticism a little hypocritical? Is not a railway porter also to some extent a beast of burden? And while we have suffered Bath chairs gladly for upwards of a century why should we object to Bath rickshas?

If dignity of labour be at stake, the man who runs between shafts at seven miles an hour surely has the advantage over him who toddles between them at two. For the rest, those who look upon mechanical traction as, within certain limits, one of the curses of the age and a prime instigator of class hatred, will hail the ricksha as a welcome sign of revulsion towards a simpler, more peaceful age.—N. C. D. News.

To-day's Advertisement.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Massawa, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. Taking Cargo at through Rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.

THE Steamship

"ISOLIA." Captain Belsito, will be despatched as above on FRIDAY, the 12th inst., at 3 P.M. For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 1st August, 1910. 126

COMMERCIAL.

August 3rd, 3 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. M. S. Kadoorie & Co.:

Allagars	.....	106
Anglo-Java	.....	115
Anglo-Malay	.....	106
Balgowles	.....	118
Batu Tigas	.....	115
Bertams	.....	115
Bukit Kajangs (pp.)	.....	103
Bukit Rajahs	.....	115
Carey Uniteds	.....	105
Castlefields	.....	110
Changkat Serdangs	.....	114
Cheras (part paid)	.....	113
Da. (fully paid)	.....	115
Damansaras	.....	116
Eastern Internationals	.....	105
Fed. Selangors	.....	115
Glenagals	.....	115
Glenahills	.....	115
Goldenlands	.....	115
Golden Hopes	.....	115
Highlands and Lowlands	.....	115
Indragiris	.....	115
Jack Kenneths	.....	115
Jonglondors	.....	115
Kamplings	.....	115
Kuala Lumpors	.....	115
Lanadrons (fully paid)	.....	115
Lanadrons (ppd.)	.....	115
Latus	.....	115
Ledburgs	.....	115
Linggis	.....	115
London Asiatics	.....	115
London Ventures	.....	115
Merrillmans	.....	115
Pajams	.....	115
Pegohs	.....	115
Rubber Trusts	.....	115
Saggs	.....	115
Sandycrofts	.....	115
Sapongs	.....	115
Seafolds	.....	115
Sekongs	.....	115
Shelfords	.....	115
Singapore & Johores	.....	115
Sumatra Paras	.....	115
Sungel Chohs	.....	115
Sungel Kapais	.....	115
Tandjongs	.....	115
Tangkabs	.....	115
Toerangle	.....	115
Ulu Rantus	.....	115
United Serdangs	.....	115
United Singapore	.....	115
United Sumatras	.....	115
United Langkats	.....	115
Para Rubber	.....	115

OUR Straits readers will be interested to learn that Dr. T. C. Muggleton, Medical Officer of Health for and many years resident in Singapore, has decided to practise as a Consultant at 50, Maddox-street, London.

Intimations.

KIDNEYS.
AUSTRALIAN SHEEP'S
KIDNEYS
at 60 cents per doz.

THE
DAIRY FARM CO.,
LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS." These celebrated waters are used in the manufacture of our beers.

(Purity guaranteed.)

"ASAHI" & "SAPPORO"

Beer.

per case 4 doz. qts.

\$18.00

per case 6 doz. pils.

\$13.50

(To be obtained at all Retailers.)

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, General Bull-ings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHENWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1908. 141

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty

of Medicine.

Large Bottles\$0.50

Dozen 3.25

Case 50 Bottles 11.50

" 60 " 13.00

SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th July, 1910. 147

CLIFFORD-WILKINSON'S TANSAN

WAS AWARDED

THE GOLD MEDAL

AT THE

ANGLO-JAPANESE EXHIBITION

1910.

The Tansan had to be transported from Japan to England, undergoing several variations of climate, and was in competition with the leading German and Austrian Waters.

This proves the very superior quality of Clifford-Wilkinson's Tansan.

Tansan is invaluable for Dyspepsia, Rheumatism, &c., &c.

SOLE AGENTS,

H. PRICE & COMPANY, LTD.

12, Queen's Road Central,

Hongkong.

Telephone No. 155.

August 4th August 1910.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of
1. DAYS YOKOHAMA to VANCOUVER. 2. DAYS VANCOUVER to YOKOHAMA.
SAYING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 23RD.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	
"MONTEAGLE" TUESDAY, NOV. 2TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.
Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG to LONDON, Intermediate on Steamers and 1st Class to Canadian and American Railways.

Via Canadian Atlantic Port 43.
Via New York 45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
For Steamship On

S'GAPORE, PENANG & CALCUTTA.	LAISANG*	FRIDAY, 5th Aug., 3 P.M.
MANILA	LOONGSANG*	FRIDAY, 5th Aug., 4 P.M.
SHANGHAI	HANGSANG*	SATURDAY, 6th August, Noon.
TIENTSIN	CHIPSING*	SUNDAY, 7th Aug., Daylight.
MANILA	YUENSANG*	FRIDAY, 12th Aug., 4 P.M.
SHANGHAI, KOBE & MOI	FOOKSANG*†	FRIDAY, 19th Aug, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kailang*, *Namang* and *Kooking* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shanghai, Tientsin & Newchwang.
For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 215.
Hongkong, 4th August, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To Sail
ILOILO and CEBU	"SUNGKIANG"	5th Aug., 4 P.M.
SHANGHAI	"LIAN"	7th " Daylight.
CHEFOO & NEWCHOW	"NANCHANG"	8th " 4 P.M.
MANILA	"TAMING"	9th " 3 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	14th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	31st " 4 P.M.

Reduced Saloon Rates, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANDU."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED RATES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chow*, *Lian*, *Chinkai*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,
Telephone No. 15.
Hongkong, 4th August, 1910.



HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
AMIRAL	1540	A. Fraser	MANILA	SATURDAY, 6th Aug., at Noon.
AMIRAL	1540	R. Rodger	"	SATURDAY, 13th Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 4th July, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TAGOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 10th Aug., at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Silk, Treasure and Parcels. Special attention given towards Express connecting.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TASMUI v. SWATOW & AMOY.	"DAIJIN MARU" Y. Kaburaki	SUNDAY, 7th Aug., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin. Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
£73.00	£55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.
The newly built steamers: "GHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 3rd August, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"WAKASA MARU" Capt. N. Nelson, Tons 7000 "ATSUTA MARU" Capt. Wm. Thomson, Tons 9000 "HITACHI MARU" Capt. N. Matheson, Tons 7000	TUESDAY, 9th Aug., at 4 P.M. WEDNESDAY, 17th Aug., at Daylight. WEDNESDAY, 31st Aug., at Daylight.
VICTORIA, B.C. & SEATTLE	"KAMAKURA MARU" Capt. J. Nago, Tons 7000	SATURDAY, 13th Aug From KOBE
VICTORIA, B.C. & SEATTLE v. KEELUNG, SHANGHAI, MOJI, KOBE YOKOHAMA, SHIMIZU & YOKOHAMA	"TAMBA MARU" Capt. K. Sato, Tons 7000 "AWA MARU" Capt. S. Ishikawa, 7000 Tons	TUESDAY, 16th Aug., at 4 P.M. TUESDAY, 13th Sept., at 4 P.M.
SYDNEY AND MELBOURNE via MANILA (THURSDAY ISLAND, TOWNSVILLE AND BRISBANE)	"HIKOKU MARU" Capt. M. Yano, Tons 6000 "KUMANO MARU" Capt. M. Winkler, Tons 6000	FRIDAY, 5th August, Noon. FRIDAY, 2nd Sept., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	"BOMBAY MARU" Capt. Teranaka, Tons 5000	TUESDAY, 9th August.
SHANGHAI, MOJI & KOBE	"TOSA MARU" Capt. Y. Nomura, Tons 6000	WEDNESDAY, 17th Aug.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" Capt. T. Sekine, Tons 5000	WEDNESDAY, 31st Aug., at Noon.
KOBE and YOKOHAMA	"KITANO MARU" Capt. F. E. Cope, Tons 9000	THURSDAY, 18th Aug., at Noon.

CHEAPEST SUMMER RATES
BETWEEN
HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class.....	\$120	\$110	\$100	\$90
2nd ".....	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries dock passengers — Calling at Saigon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUBUMOTO,

Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
"RAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE."

Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,505 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 18th September, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.

HONGKONG-BOSTON AND
NEW YORK.AMERICAN-ASIATIC STEAMSHIP
COMPANY.

FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast).

S.S. "WRAY CASTLE" FRIDAY, 5th Aug., 5 P.M.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 4th August, 1910.

"SHIRE" LINE OF STEAMERS,
LIMITED.FOR LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship

"CARDIGANSHIRE."

Captain W. O. Tyers, will be despatched as above on or about 10th inst.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 4th August, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER, B.C., TAGOMA AND SEATTLE via SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	On or about
Redhill	3,880	H. E. Dowell	23rd Aug.
Buwalda	6,152	F. S. Cowley	27th Sept.
Kamuric	6,251	G. B. McGill	20th Oct.
Aymara	4,383	J. Boyd	20th Nov.

These steamers are specially fitted for the carriage of Asiatic Stevedore passengers, PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings, Hongkong, 28th July, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY

S.S. "BRAEMAR" To sail hence on or about 25th inst.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 4th August, 1910.

Shipping—Steamers.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR."

Capt. W. D. A. Thomas, will be despatched for the above Ports on MONDAY, the 6th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a daily certified Doctor.

RETURN TOURS TO JAPAN

(Occupying 20 days).
Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.
For Freight or Passage, apply to
DAVID SASSON & CO., LIMITED,
Agents.

Hongkong, 2nd August, 1910.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and Queens-
land Ports, and taking through Cargo to
Adelaide, New Zealand, Fasmala, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on SATURDAY, the 20th August, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.
W.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 30th July, 1910.

Consignees.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 2nd August, at 2.30 P.M.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 6th August, or they will not be recognized.
No Fire Insurance has been effected.
ARNOLD KARBURG & CO.,
Agents.

Hongkong, 27th July, 1910.

OSAKA SHOSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship
"CHICAGO MARU,"
FROM TACOMA, JAPAN & MANILA.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.
Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, 6th August, 1910, at Noon, will be landed and stored at Consignees' risk and expense.
Cargo remaining undelivered after the 9th instant, will be subject to rent.

All broken, chafed and damaged goods are to be left in the godown, where they will be examined on 8th instant.

No fire insurance will be effected by us in any case whatever.
OSAKA SHOSEN KAISHA.
Hongkong, 1st August, 1910.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex-Factory.

In Bags of 50 lbs. net \$8.45 per Bag

ex-Factory.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 10th August, 1910.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAWMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMAN'S GRAY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES,
&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL ORRAN

and
P. & O. SPECIAL LIQUOR SODA

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 10th March, 1910.

[illegible]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

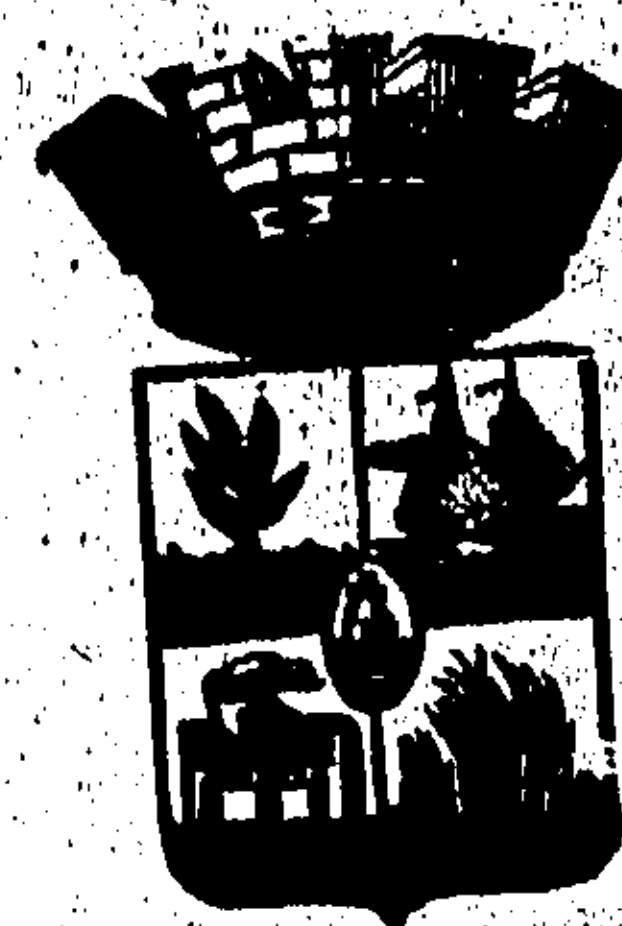
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE QUOTATION AT CLOSING TRADE'S TIME.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000	\$2,028,088	4.5% for half year ending 31.12.09 @ ex 1/9 = \$45.11	5%	\$750 buyers
National Bank of China, Limited	99,995	\$27	\$27	\$4,000	\$30,554	\$2 (London 1/6) for 1909	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	none	\$10 for 1908	6%	\$172½ sales
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 235,000	Tls. 207,578	Final of 7/6 making 15/- for 1908	5%	Tls. 125
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000	\$287,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6%	\$850 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000	\$707,517	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7%	\$300 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$438,406	\$6 and bonus \$2 for 1908	7%	\$112 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000	\$425,218	\$27 for 1908	8%	\$350 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$577,743	Dr. \$5,777	\$4% for 1906	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$500,000	Nil.	\$4 for year ending 30.6.1908	...	\$28 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$507,500	\$20,766	Final of 5/4 for account 1910	8%	\$12½ sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$5	\$5	\$118,100	\$7,527.82	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	...	\$65 sellers
Do. Do. (Deferred)	60,000	\$5	\$5	\$118,100	\$7,527.82	3rd ln. of 2/- per sh. (coup. No. 15) making in all 4/- for 08 & interim of 1/- for ac. '09	5%	97½
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$2,000,000	\$192,994	A dividend of 7% for yr. ending 30.4.1910	5%	\$94 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000	\$2,159	A bonus of 5%	4½%	\$13 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$200,000	Dr. \$8,000	\$10 per share for 1909	6%	\$167
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$125,893	\$3 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,102	Tls. 10 for year ending 31.8.09	...	Tls. 500 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$1,000,000	\$1,435	Final of 1/6 making 3/- for 1909	9%	Tls. 16
Headwaters Mining Company	60,000	\$1	\$1	\$60,000	none	First year	...	Pa. 12
Raub Australian Gold Mining Company, Limited	150,000	\$1	\$1	\$150,000	none	\$3 per share 19th dividend	5%	\$7 buyers
Oriental Consolidated Mining Co., Ltd.	500,000	\$10	\$10	\$5,000,000	none	Final of Gold \$0.65 for 1909 in all G. \$1.15	...	41/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$45,000	Dr. \$8,460	\$1.75 for year ending 31.12.06	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000	\$264,847	\$2½ for 1909	4½%	\$54 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$123,755	Interim of \$4½ for account 1909	...	\$50 b. and sa.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000	Tls. 6,251	Final of Tls. 1 making Tls. 6 in all for 1.9.10	6½%	Tls. 77
Shanghai and Hongkong Wharf Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 9,222	Final of Tls. 4 making Tls. 7 for 1909	7%	Tls. 118
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 4,214	Tls. 6 for year ending 30.2.09	5½%	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$24,041	\$1.20 on old and 60 cents on first new issue.	8%	\$106 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$1,277	\$2.60 on old shares and 1.30 on new shares	...	\$104
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$27,071	for half year ending 31.2.09	2%	\$82½ sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$5,471	Final of \$1 making 37 for year end. 31.1.09	7%	\$98½ s. and sa.
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$209	45 cents for 1909	6%	\$8½ sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000	Tls. 61,059	\$2½ for 1909	8½%	\$52 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,958	Interim of Tls. 3 for 1910	6½%	Tls. 109 s. and ex
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8½%	Tls. 122 sellers
Hongkong Cotton Spinning and Weaving Company, Limited	125,000	\$10	\$10	\$1,250,000	\$9,551	50 cents for year ending 31.7.08	8%	\$44 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 8,128	Tls. 7½ for year ending 30.9.09	12%	Tls. 57½
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 4,829	Tls. 6 for 1909	7%	Tls. 70
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 600	Tls. 600	Tls. 1,200,000	Tls. 31,171	Tls. 25 for 1909	10%	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	\$12½	\$12½	\$107,550	\$648	15% per share for 1908	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	Nil.	60 cents for 1909	6%	\$9½ sellers
China Light and Power Company, Limited	50,000	\$5	\$5	\$500,000	\$61,128	60 cents for year ended 28.2.06	...	\$1.40 sellers
Do. Do. (Special shares)	50,000	\$1	\$1	\$500,000	\$2,603	80 cents for 1909	9%	\$8 sellers
China Preferred Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000	\$1,000	\$1.20 for year ending 31.7.09	6½%	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7½	\$6	\$300,000	\$4,390	Final of 40 cents making in all 75 cents per share for 1909	10%	\$66 s. and sa.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$670	14 per cent. viz. \$1.40 for 1909	12%	\$14 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents	6%	\$19½ buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$7,616	Final of \$8 for 1909	6%	\$125 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$9,176	Final of \$1 making in all \$2 for 1909	9%	\$21
Hongkong Rive Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	Tls. 316,682	2nd interim dividend of Tls. 12½ for 1909	5%	Tls. 1,420 s.
Matchless of Mijer, Bosch & Landbouwerij plantatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$250,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5½%	\$12 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$18,640	None	...	\$1.60 s. & 14 b. \$10
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	...	Final Tls. 5 making Tls. 8 for 1908	2%	Tls. 175 sellers
Philippine Company, Limited	75,000	\$10	\$10	\$750,000	...	First year	...	\$20 sellers
Shanghai-Sumai Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	Tls. 400,000	Tls. 5,350	None	...	\$80 Hongkong currency
Societe des Papiers et Papeteries du Tonkin	13,200	Benefit shares	25	none	none	None	...	...
South China Morning Post, Limited	5,000	\$25	\$25	\$125,000	Dr. \$11,096	None	...	\$26 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$500,000	\$27,86	10% for year ending 31st May 1910	10%	\$5 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$1,956	60 cents for year ending 31.12.08	8%	\$7 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$100,000	\$242	60 cents per ord. share for year ending 31.5.09	5%	\$11½ sellers
Watkins Limited	10,000	\$10	\$10	\$100,000	\$1,041	35 cents for 1909	11%	\$5 sellers and div
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$2,013	None	...	\$6½ buyers
William Powell, Limited	15,000	\$7	\$7	\$105,000	\$783	None	...	\$2½ sellers

Intimations

COMPANIA GENERAL DE TABACOS

DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$1,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

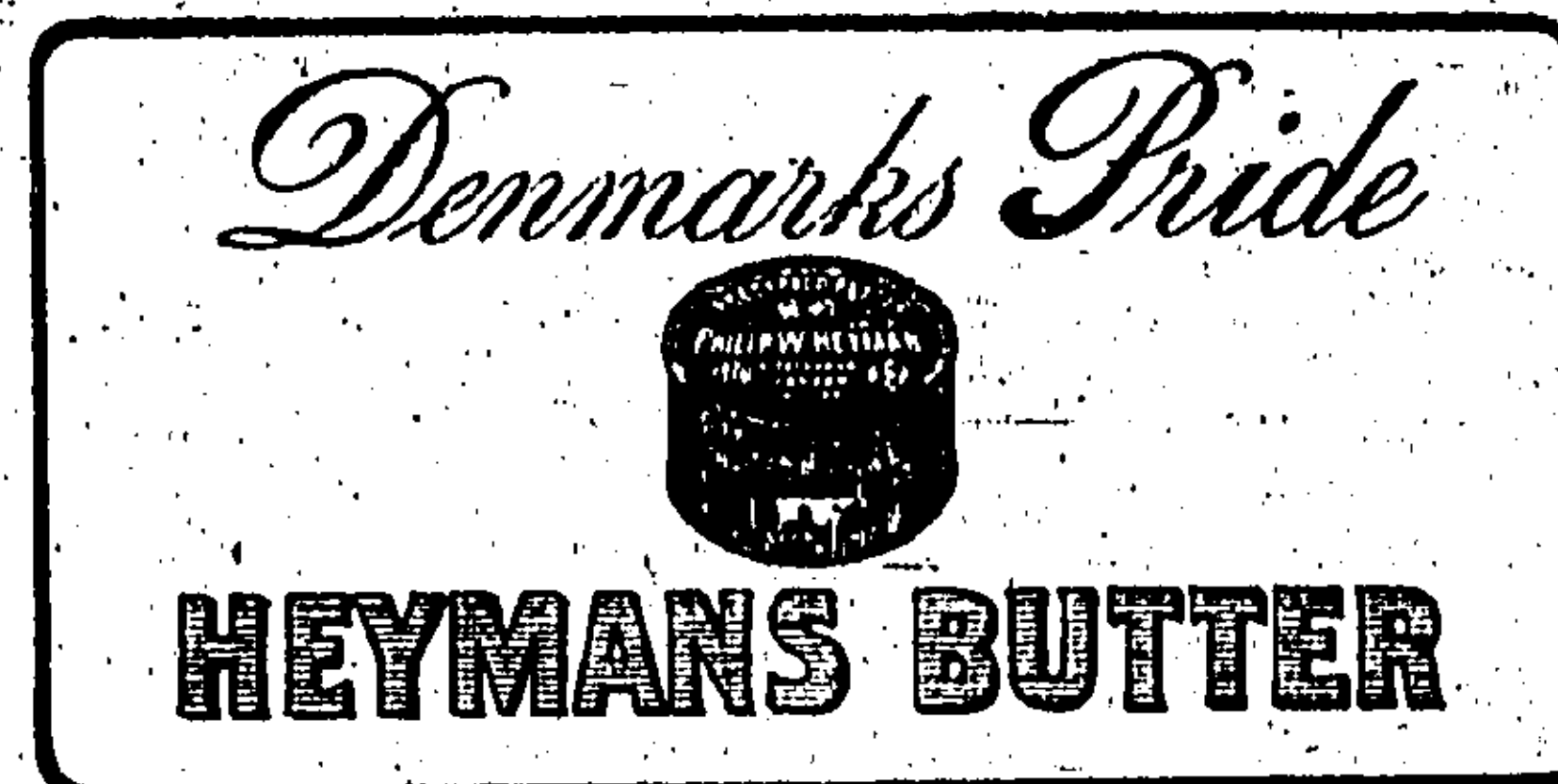
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

49

Hotels.

RE-OPENED! RE-OPENED!!

BELLE VIEW HOTEL.

Telephone No. 907.

TO-DAY! TO-DAY!! TO-DAY!!!

7th July, 1910.

UNDER entirely New Management. This popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS.

Served at all hours either in the Dining Room or on the spacious and Shady Lawn or Verandahs.

Only best Brands of Liquors stocked.

Residence Rates on application.

All cordially welcome.

W. GALLAGHER, Manager.

VIENNA CAFE COMPANY (1910) LIMITED (RE-CONSTRUCTED),

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong and July, 1910.

[499]

Intimations

A TOO STABLE.

LIGHTON HILL ROAD, (next to No. 1, Police Station).

HAS established a SHOEING FORGE at Lighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement. Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES: At the Stables or anywhere in Hongkong, \$2 per animal. At Kowloon, \$1 per animal.

A TOO STABLE.

LIGHTON HILL ROAD.

Hongkong, 1st March, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR BATHING

IN DRESSING ROOMS

HONGKONG

Kowloon, 2nd September, 1910.